

REPORT

ED NO.

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(LISTED BELOW)

SUPPLEMENT TO
REPORT NO. 5

THIS IS UNEVALUATED INFORMATION

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1. The 1953 road bridge construction program includes the completion of 48 bridges originally scheduled to be finished in 1952 and 62 other bridges. Sums of 2,072,100 eastmarks and 41,622,200 eastmarks respectively were allotted to the two groups of projects. As of 25 March 1953, 55 and 12.1 percent respectively of the allocated funds were spent.
2. Bridges opened to traffic during the first quarter of 1953 included:
 - a. Railroad overpass near Plindow on F-109, B-8;
 - b. Bridge for one lane of the autobahn A-FST, B-25 over a class I road near Werbellin;
 - c. Bridge for one lane of the autobahn A-BST, B-27 over the Finow Canal near Finowfurt;
 - d. Autobahn bridge over a road near Glanbeck A-BST, B-9;
 - e. Bridge over Werbellin Canal near Eberswalde F-107, B- ?;
 - f. Autobahn bridge over a railroad line near Althuetendorf A-BST, B-21.
3. a. Steel still was the main bottleneck delaying the execution of the road bridge construction program. In the first quarter of 1953, 16,00 tons of structural steel were required, of which only 780 tons, i.e. 49 percent, were furnished. Of 1,600 tons of round steel required, only 610 tons, i.e. 38 percent, were supplied. It was believed that also during the second quarter of 1953, steel allocations would fall far behind actual requirements. Prospects appeared to be more favorable for the third quarter of 1953. However, these deliveries will occur at so late a date that some of the bridge projects will not be completed on schedule.

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- b. It appeared that steel would be available in adequate amounts to guarantee the completion of the following bridges:

Bridge over the Elde River near Plau on F-191;
 Bridge over Lehnitz Lock on F-273;
 Bridge over the Kalkgraben in Ruedersdorf, first lane of A-ER;
 Bridge over the Muehlenfluss in Ruedersdorf, second lane on A-ER;
 Bridge over the Oder-Havel Canal, first lane of A-EST;
 Bridge over Faehrsee Lake in Dessau on F-184;
 Bridge over the Elbe River near Vockerode, first lane on A-EN;
 Bridge over the Spree River near Muehlrose on F-87;
 Bridge over the Peene River near Dermin (Meyenkrebs Bridge) on F-194;
 Bridge over the railroad line near Ruhland, two lanes of A-ED;
 Bridge over Dehnsee Lake near Ferkenbrueck;
 Bridge over the Hoersel River near Leina, A-EE.

A total of 3,700 and 50 tons of steel are still missing for the construction of the Elbe River bridge near Hohenwarthe and the autobahn bridge near Kaendler respectively.

- c. No steel has been allocated for the following bridge construction projects:

Project	Amount of Steel Required (in tons)
Bridge over the Kalkgraben near Ruedersdorf, second lane of A-ER	100
Bridge over the Oder-Havel Canal, second lane on A-EST	610
Bridge over the Elbe River near Vockerode, second lane on A-EN	879
Bridge over the Peene River near Zecherin on F-110	200
Bridge over the Oder River near Hohenwutzen	1,000
Total:	6,539.

- d. Timber was not really short, since most of the projects listed were started in 1952 when sawn and round timber was furnished in adequate amounts. There was no shortage of cement either.

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[REDACTED] Comment. [REDACTED]
[REDACTED] The abbreviated designations following most
of the bridges listed indicate the highways or autobahnen on which the
bridges are located. F stands for long-distance road; A-PST for auto-
bahn from Berlin to Stettin. Additional designations, if recorded, refer
to the official designations. [REDACTED]

[REDACTED] Referenced reports
contain technical data on each of the bridges mentioned in the present
report. The report indicates that the execution of the East German road
construction program is gravely hampered by a shortage of materials, parti-
cularly steel.

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